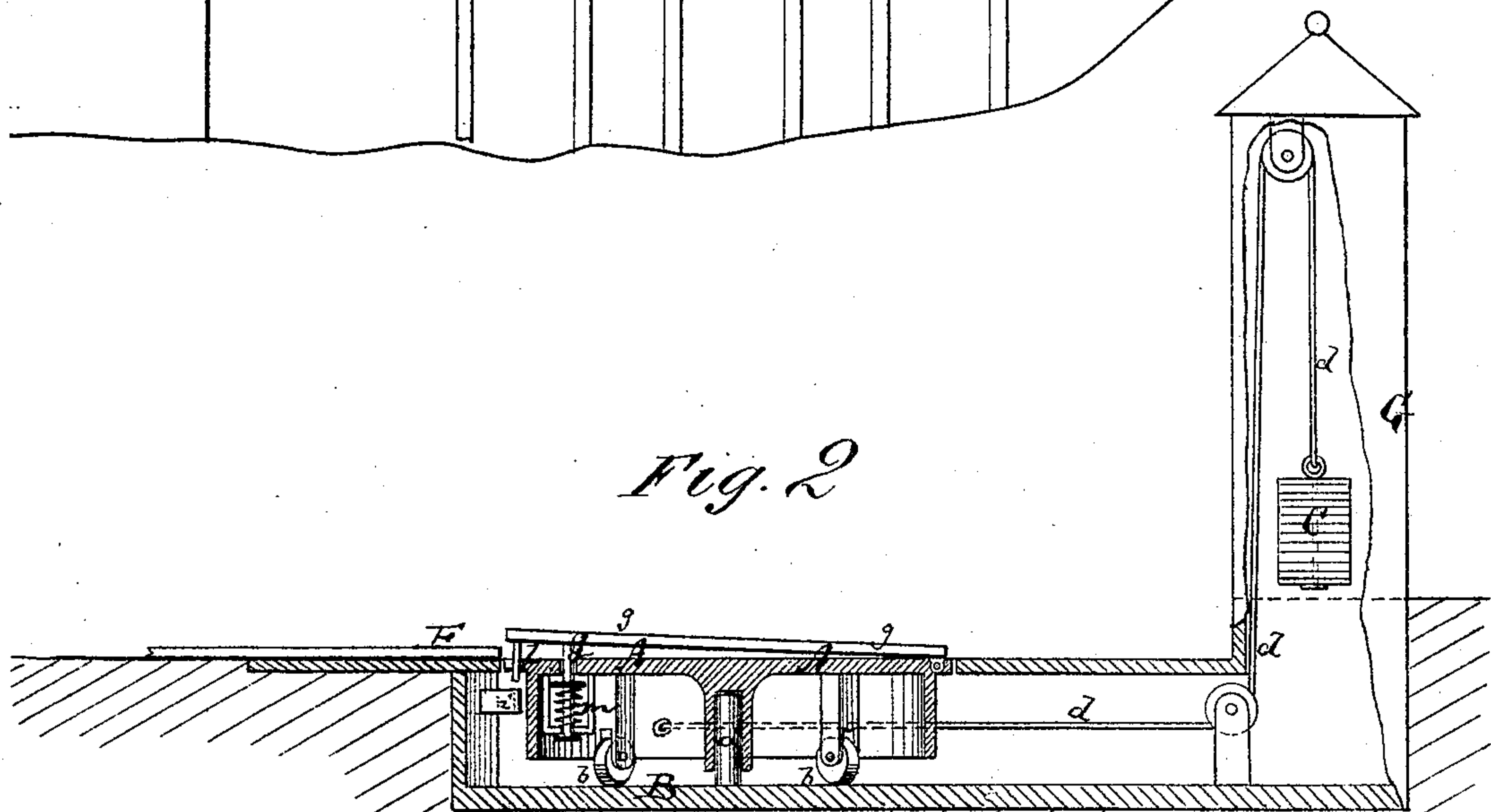
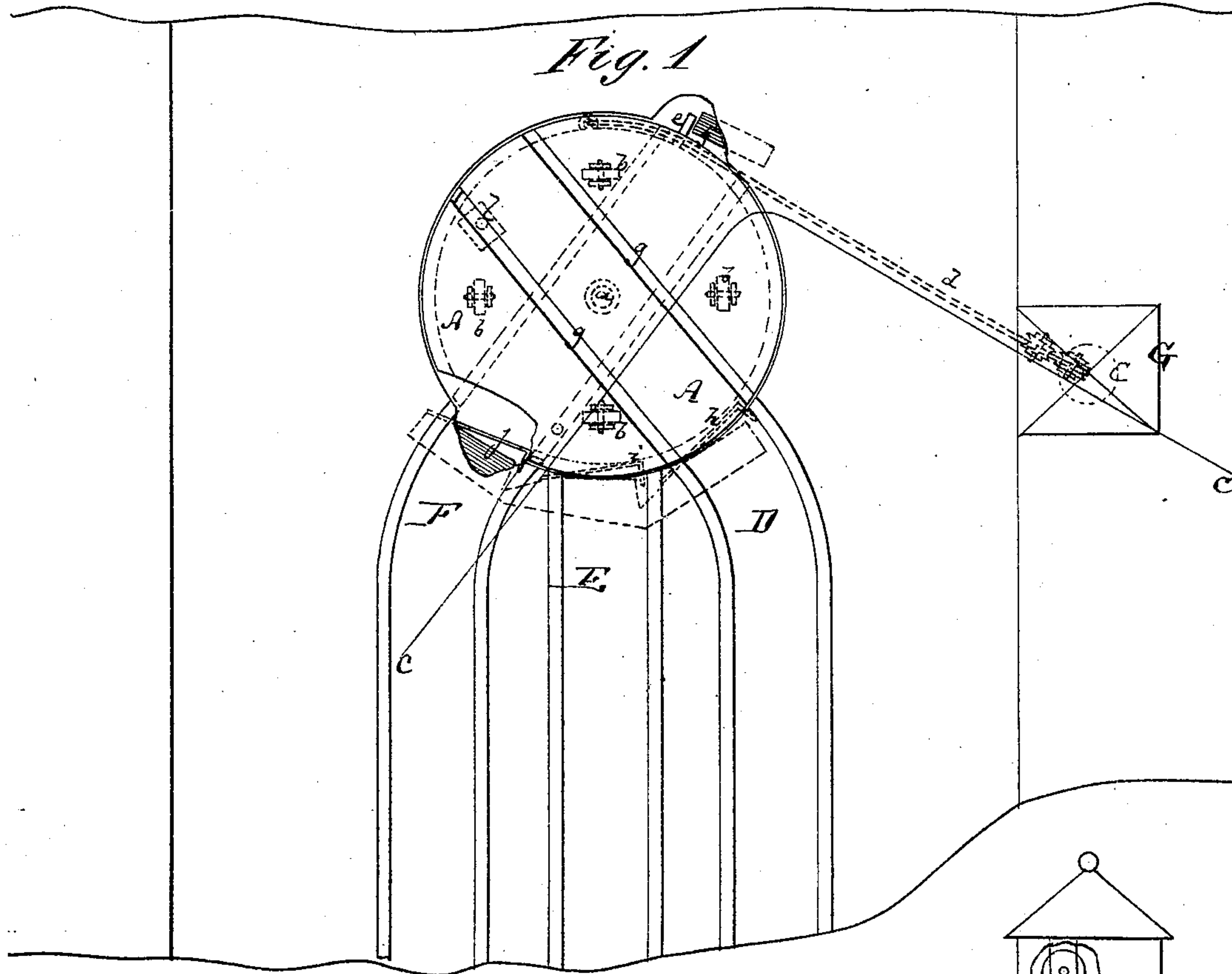


C. P. TIBBETTS.
Improvement in Turn-Tables.

No. 131,071.

Patented Sep. 3, 1872.



Witnesses:

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CHARLES P. TIBBETTS, OF NEW ORLEANS, LOUISIANA.

IMPROVEMENT IN TURN-TABLES.

Specification forming part of Letters Patent No. 131,071, dated September 3, 1872.

Specification describing a new and useful Improvement in Railroad Turn-Tables, invented by CHARLES P. TIBBETTS, of New Orleans, parish of New Orleans, State of Louisiana.

Figure 1 is a top view, partly in section, of my improved turn-table. Fig. 2 is a vertical section of the same on the line *c c*, Fig. 1.

Similar letters of reference indicate corresponding parts.

This invention relates to a new self-setting turn-table, to be applied to one or more tracks for reversing the position of engines or cars, or transferring them from one track to the other. The invention consists principally in connecting the turn-table with a weight which will cause it automatically to resume the same ordinary position after every turn that wound the rope or chain holding such weight around the lower part of the table. By thus being made to turn into the regular position the table is easily operated. The invention also consists in the arrangement of certain spring-catches and stops, whereby the table is arrested opposite the several tracks, as hereinafter more fully described.

A in the drawing represents the turn-table, of circular form and suitable diameter. It is swiveled to a short post, *a*, projecting from a platform, B, which is sunk under the ground. The turn-table is further supported by wheels *b b* resting on said platform B, as shown. The turn-table is, by a rope or chain, *d*, connected with a weight, C, which is contained within a vertical hollow case, G, projecting above the ground or sunk into the same. This weight C will have the tendency so to turn the table A that a pin, *e*, projecting therefrom will bear against a fixed stop, *f*, under ground. Whenever the table A is turned the rope *d* is wound around its cylindrical lower part, and the weight C thereby raised to automatically re-

store the table to its normal position immediately upon its being released. In this normal position the rails *g g* on the turn-table are in line with one, D, of the tracks D E F that converge toward the turn-table, as shown by full lines in Fig. 1. Under the terminuses of the tracks D E F are respectively arranged springs *h*, *i*, and *j*. From one rail, *g*, projects downwardly through A a pin, *l*. A spring, *m*, elevates that end of the rail *g* holding the pin *l*, and thereby holds said pin above the springs *h i j*. When, however, a car or engine stands on the turn-table the rail *g* will be brought down, and with it the pin *l*. Said pin will then be in the way of the springs *h i j*, and will catch against them so as to arrest the turn-table opposite any one of the tracks against the effort of the weight. The turn-table is thereby always under complete control.

The improvements can be applied to any turn-table now in use, and can be made to work to a suitable number of tracks. The table can be laid in any street, and will not obstruct the thoroughfare.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination of the turn-table A with the weight C and stop *e*, substantially as herein shown and described.

2. The springs *h i j*, arranged under ground, in combination with the pin *l* on the turn-table, as set forth.

3. The swinging rail *g* on the turn-table, connected with the pin *l* and spring *m*, to be held up unless loaded, as set forth.

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Witnesses:

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